

TO: CITY MANAGER

DATE: 1999 10 13

FROM: DIRECTOR ENGINEERING

FILE:

SUBJECT: DISCOVERY PARK - RESIDENT CONCERN

PURPOSE: to Respond to a Number of Concerns Raised by Mr. Frank Busst in Correspondence to Council

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Frank Busst, 4023 Nithsdale Street, Burnaby, BC V5G 1P5

REPORT

1.0 INTRODUCTION

In a letter dated 1999 September 02, which appeared on the Council agenda at its 1999 September meeting, Mr. Busst raised a number of concerns centred on Discovery Park. At that time it was noted that staff would be reviewing the issues he raised and reporting back to Council. The various points Mr. Busst raised are grouped into broader issues and discussed below.

2.0 PARKING

Mr. Busst was concerned about parking from Discovery Park spilling over into the Cascade Heights and that on-street parking was now also allowed on Sanderson Way and Gilmore Way.

To obviate overspill parking problems by construction workers - who typically cannot park on site we have permitted on street parking on one side of Gilmore Way and Sanderson Way. To maximize safety we have moved over the directional dividing line from the centre line of the street to reflect the parking. These actions will be reversed on both Gilmore and Sanderson Way when the construction work is complete.

Mr. Busst is also concerned that the hospital has a multi storey car park that is under utilized while the city provides free parking on Kincaid. We note that the Traffic Safety Committee has long had concerns relative to the management of this parkade. Staff have reviewed the issue with the hospital and the GVRD (which manages the parkade). The parking charges reflect the need to amortize the capital invested. Recently the City has consolidated on street parking on the North side of Kincaid adjacent the hospital and permanently shifted the directional dividing line southward to provide wider travel lanes, principally for buses. The north side parking is now metered providing a mix of short and long term parking.

3.0 SANDERSON/GILMORE WAY SIGNAL

Mr. Busst is concerned with the rationale for the signal at Sanderson Way and Gilmore Way. this signal was provided by the developer in anticipation of traffic growth and to provide safer crossing opportunities for pedestrians using the urban trail.

Mr. Busst noted that the “traffic light isn’t functioning properly” but didn’t provide any details. Staff are not aware of any faults but are reviewing the functioning of sensors and the timings.

4.0 DRAINAGE ON PATHWAYS

Mr. Busst notes that the staircase on the path linking Discovery Park and Cascade Heights does not drain properly. Field review confirms that the lower three stairs and the landing have a backslope which ponds water. This will be remedied as weather and resources permit.

Conversely Mr. Busst feels that the drainage crossfall on the pathway on the east side of Gilmore Way is too aggressive (“it slopes 15° sideways”). A review indicates that drainage crossfalls are appropriate to the circumstances and in accordance with design guidelines.

5.0 PEDESTRIAN CROSSING FACILITIES

Mr. Busst believes there should be a pedestrian crossing of Gilmore Way as an “extension” of the east west pathway link to Cascade Heights (discussed above) . Safe crossing opportunities of Gilmore Way are available at the signals at Canada Way and Sanderson Way (referred to above). However, present construction activity makes walking on the westside of Gilmore Way less attractive than on the east. When the construction ends and the situation “normalizes” staff will review pedestrian demand at this location to determine what measures are warranted.

Mr. Busst also noted that a wheelchair ramp was not installed on the "Southwest corner of Nithsdale" (and, presumably, Smith) when repairs were made to the corner. The other three corners have ramps. The City provides wheelchair ramps at new construction and major reconstruction. Wheelchair ramps are retrofitted on a demand driven basis. Accordingly, relatively minor curb work repairs would not necessarily trigger an expansion of scope to include a major reconstruction to include a wheelchair ramp.

6.0 NOISE

Mr. Busst is concerned about noise, principally early morning construction related noise. The city briefs its own contractors about construction noise and private developers are generally aware of the requirements. As Mr. Busst notes however, during each successive phase of major construction new contractors and suppliers are drawn to the work site. Given the level of construction activity in the city it would not be practical for staff to be on the spot at all times to enforce the bylaw. Staff (and the general contractor on site) rely on and respond to complaints from residents, such as Mr. Busst, and generally achieve compliance.

7.0 TRAFFIC ON NITHSDALE

Mr. Busst is concerned that because of congestion at the Canada Way/Boundary intersection traffic is diverting down Nithsdale. As suggested staff will carry out a traffic count on Nithsdale to measure the extent of the problem. There is a long term plan for improvement to the Canada Way/Boundary intersection which would be eligible for Translink funding support. However, there are a number of higher priority projects in the queue at this time. Earlier implementation may occur concurrent with proximate major development activity.

8.0 DISCUSSION/CONCLUSION

Concerns of the nature expressed by Mr. Busst in his correspondence can generally be addressed expeditiously through direct discussion with the staff involved. Accordingly, we propose providing Mr. Busst the name and phone number of the staff accountable for the areas discussed above, when a copy of this report is sent to him.



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DIRECTOR ENGINEERING

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